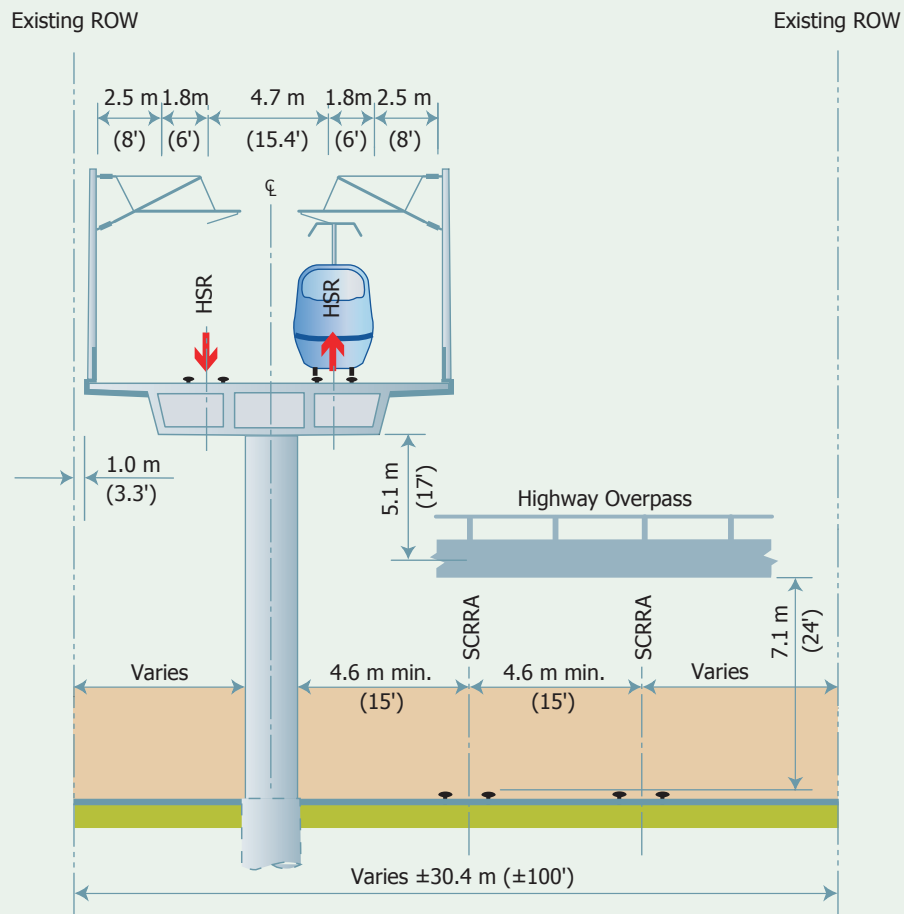


California High-Speed Train Program EIR/EIS

**At-Grade Mainline Section, Adjacent to SCRRA
Bakersfield to Los Angeles Regional Corridor
Antelope Valley Alignment**

Figure C.9

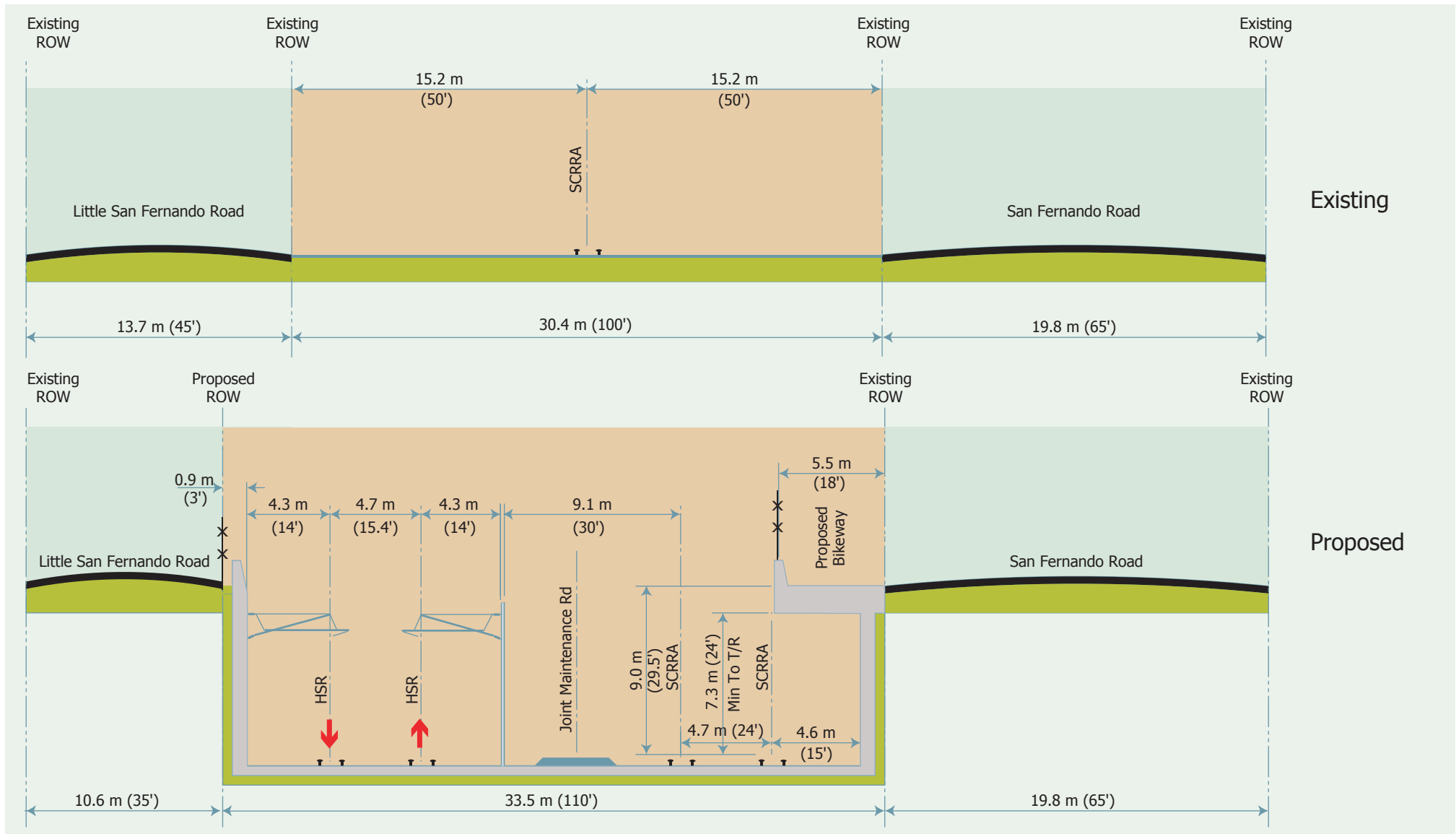


Proposed

California High-Speed Train Program EIR/EIS

**Aerial Mainline Section, Over SCRRRA and Highways
Bakersfield to Los Angeles Regional Corridor
Metrolink/UPRR Alignment and I-5 Alignment**

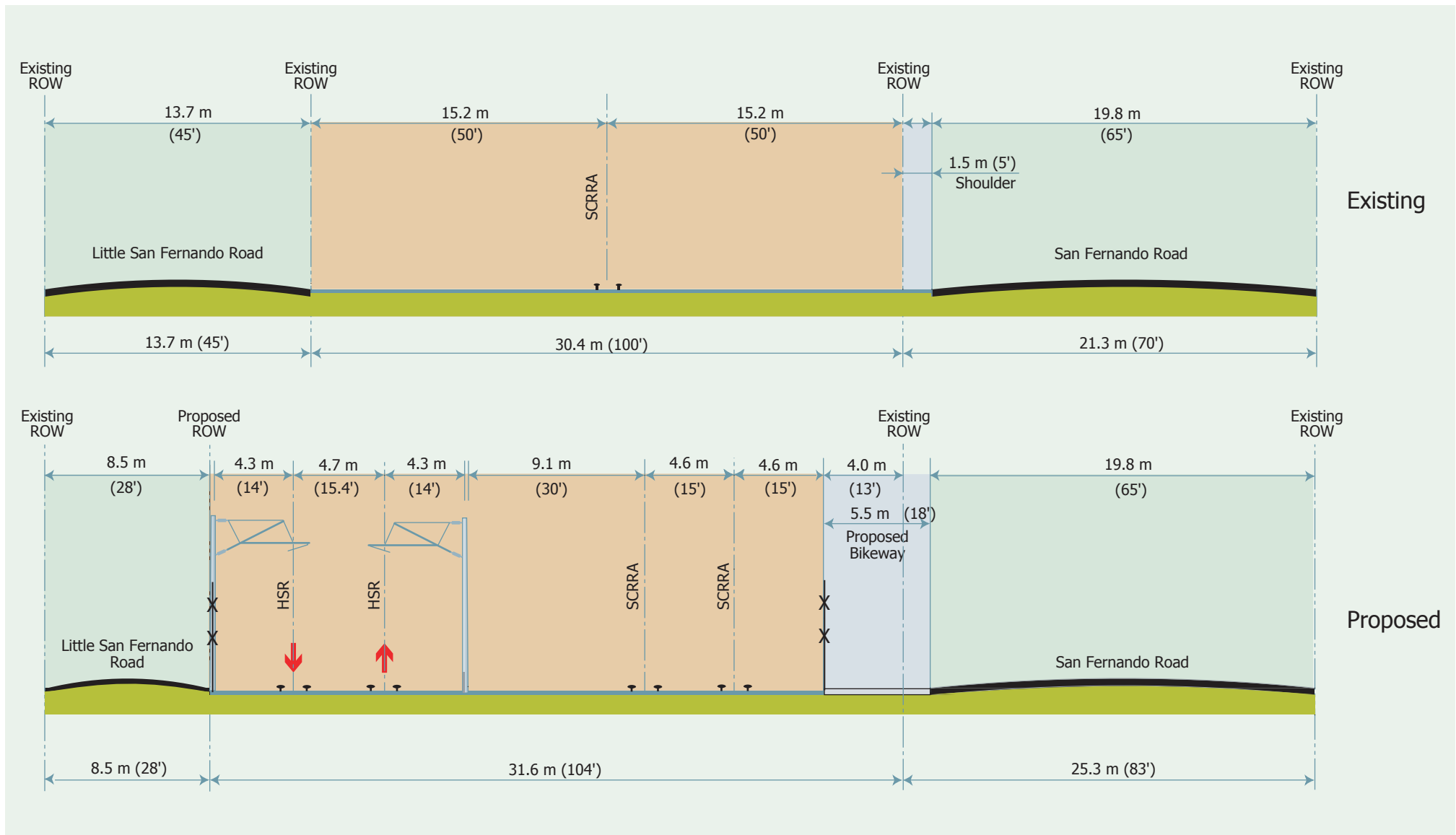
Figure C.10



California High-Speed Train Program EIR/EIS

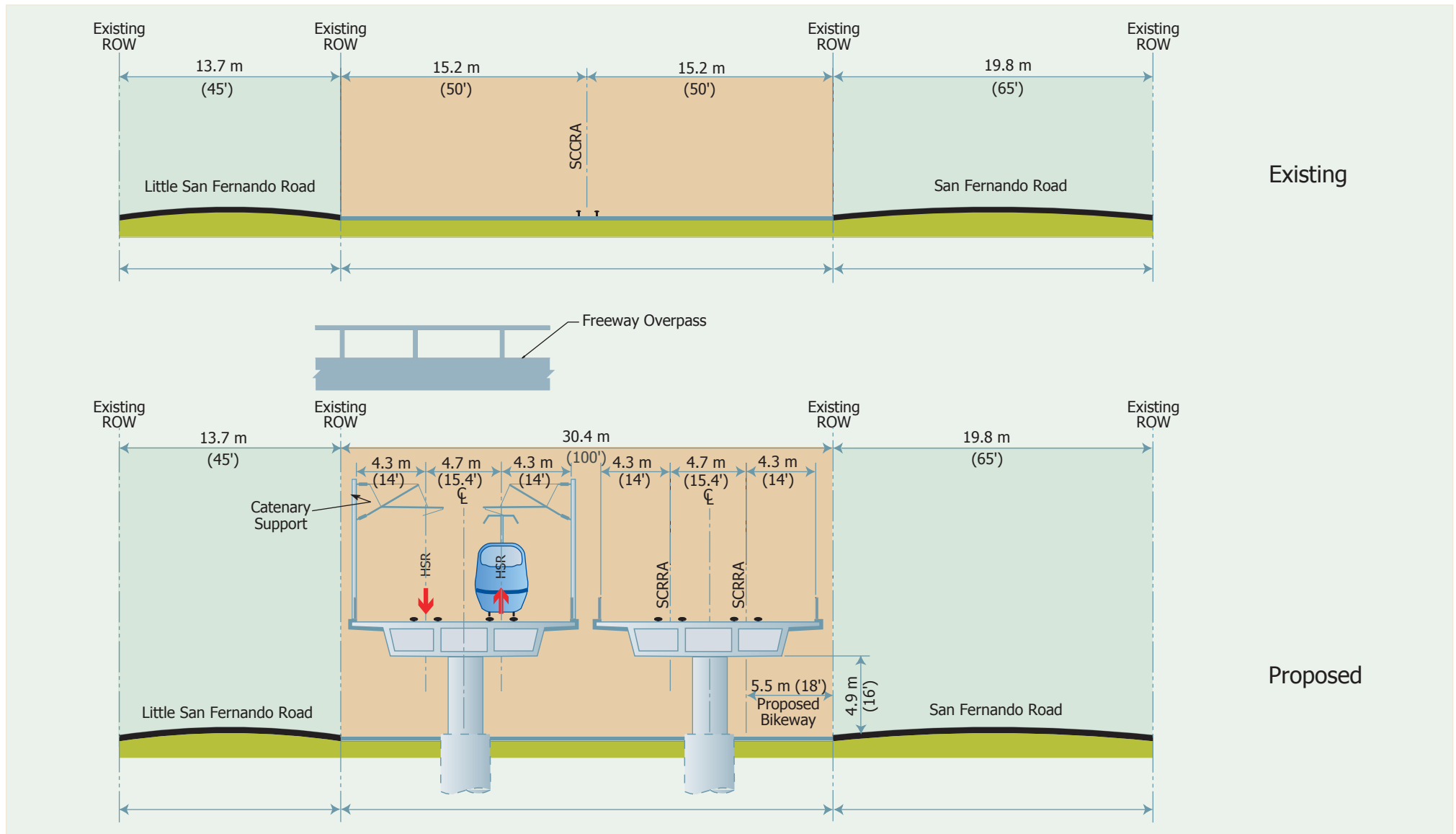
**Trench Mainline Section, Adjacent to San Fernando Road
Bakersfield to Los Angeles Regional Corridor
UPRR/Metrolink Alignment and I-5 Alignment**

Figure C.11



California High-Speed Train Program EIR/EIS

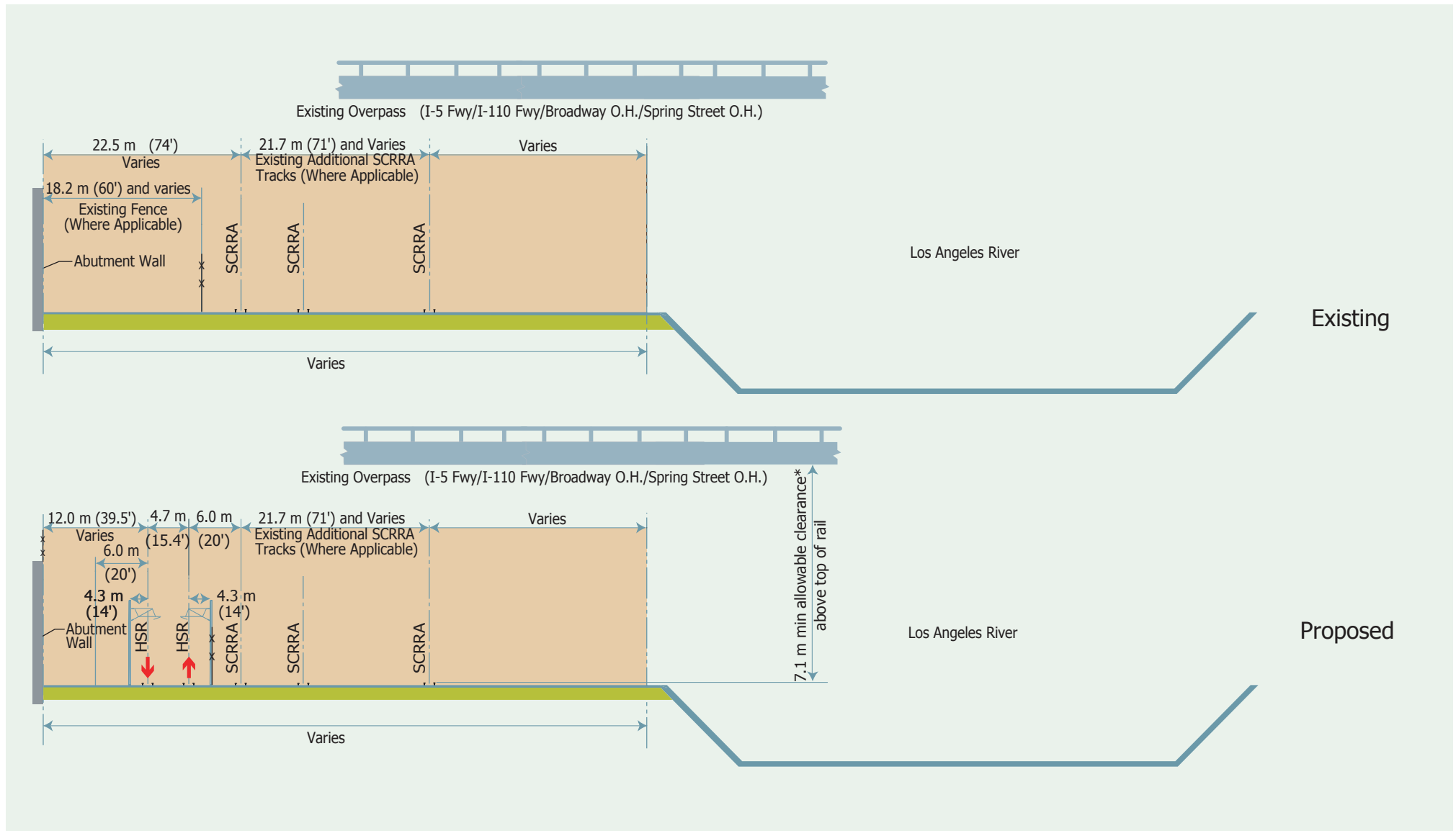
**At-Grade Mainline Section, Adjacent to San Fernando Road
Bakersfield to Los Angeles Regional Corridor
UPRR/Metrolink Alignment and I-5 Alignment**



California High-Speed Train Program EIR/EIS

**Aerial Mainline Section with SCRRRA
Bakersfield to Los Angeles Regional Corridor
Metrolink/UPRR Alignment and I-5 Alignment**

Figure C.13



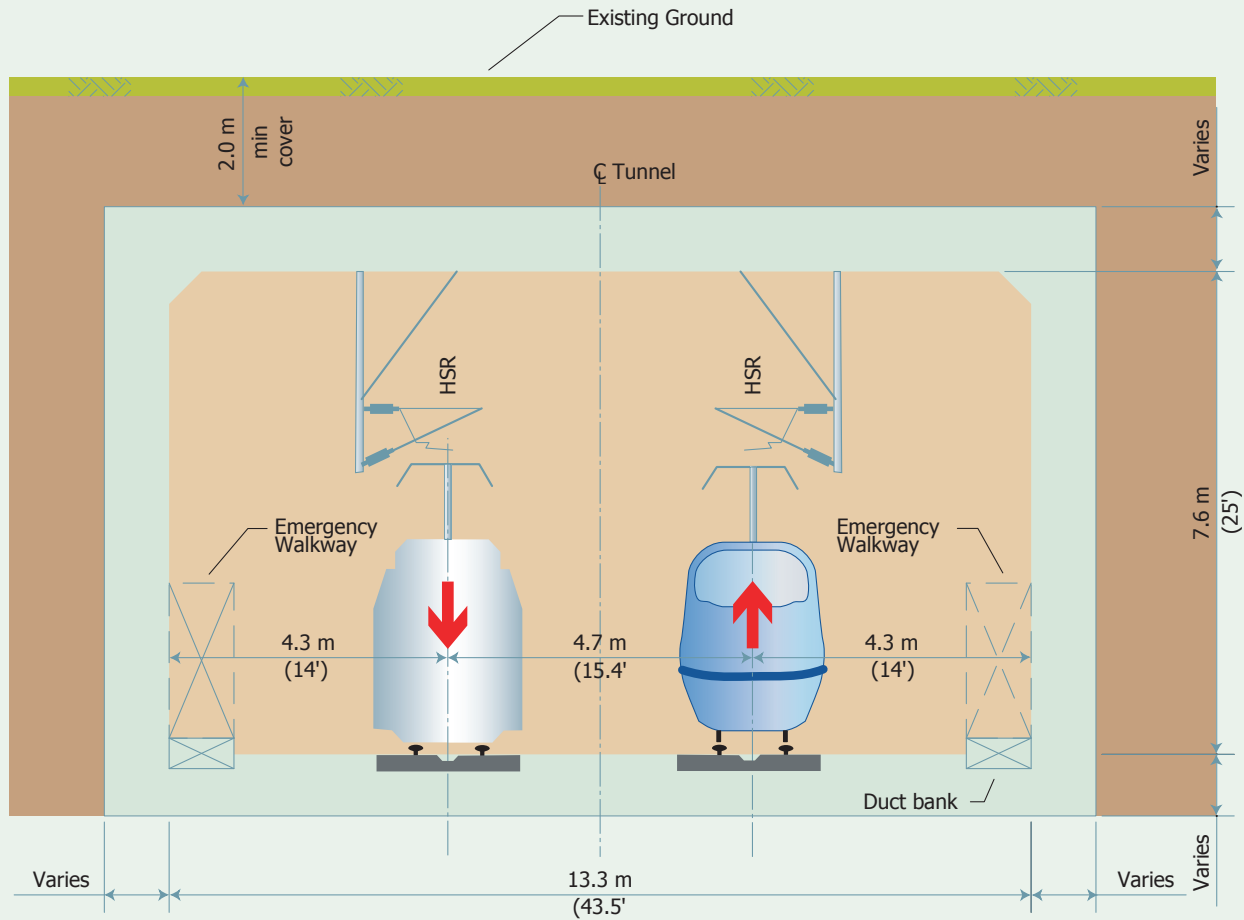
*Note:

Minimum allowable clearance for HSR track is 6.4 m (21') above top of rail

California High-Speed Train Program EIR/EIS

**At-Grade Mainline Section, Adjacent to SCRRRA Under Highways
Bakersfield to Los Angeles Regional Corridor
Metrolink/UPRR Alignment**

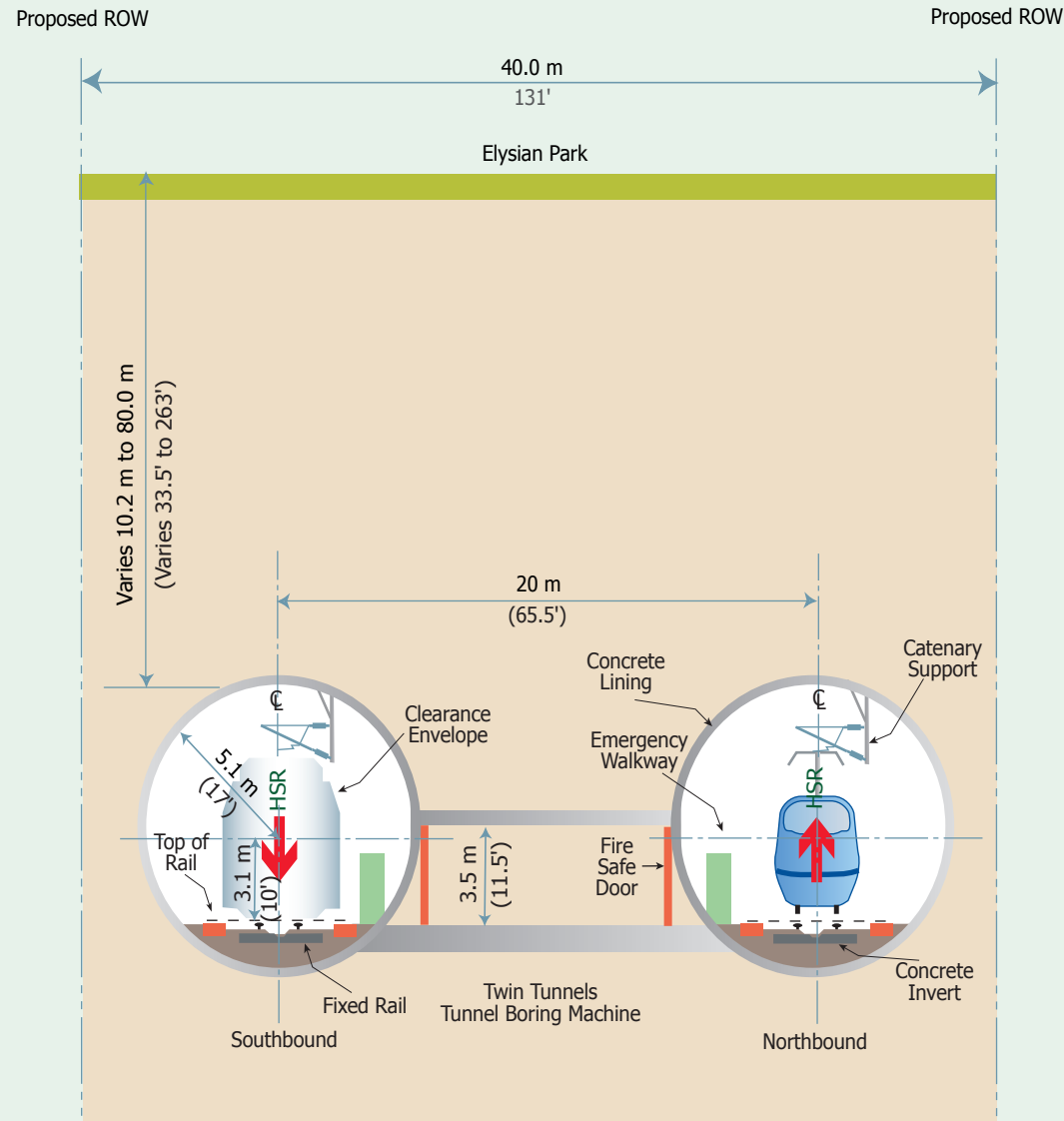
Figure C.14



California High-Speed Train Program EIR/EIS

**Cut-and-Cover Tunnel Mainline Section, Elysian Park
Bakersfield to Los Angeles Regional Corridor
I-5 Alignment**

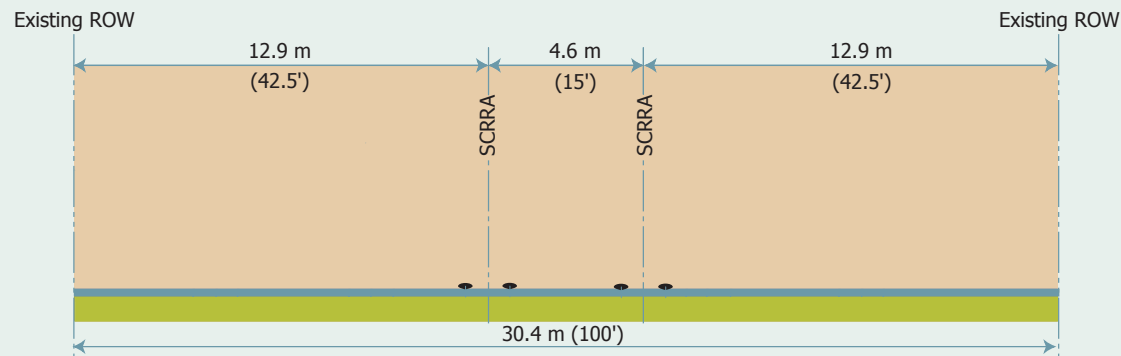
Figure C.15



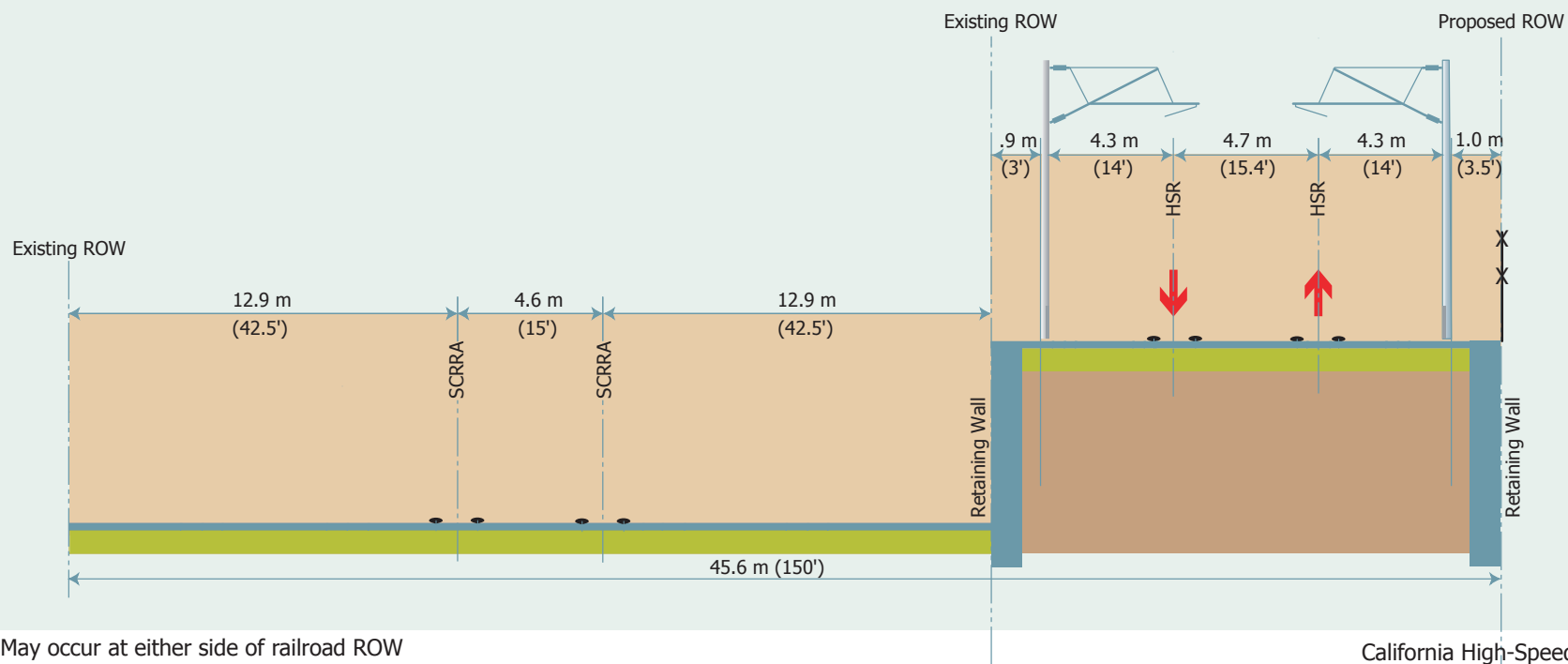
California High-Speed Train Program EIR/EIS

**Tunnel Section, Elysian Park
Bakersfield to Los Angeles Regional Corridor
I-5 Alignment**

Figure C.16



Existing



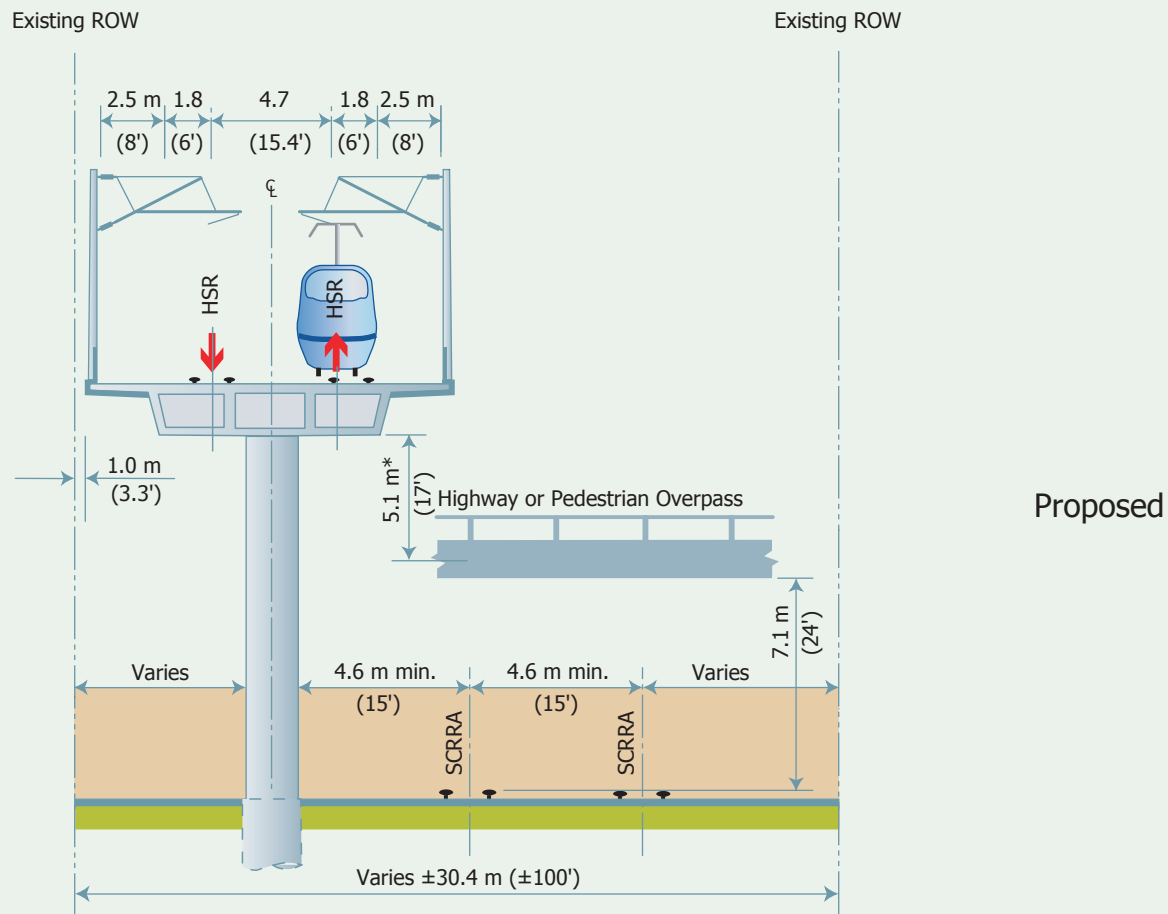
Proposed

*Note: May occur at either side of railroad ROW

California High-Speed Train Program EIR/EIS

**2-Track At-Grade on Retained Fill, Bridge Approach
Bakersfield to Los Angeles Regional Corridor
Metrolink/UPRR Alignment**

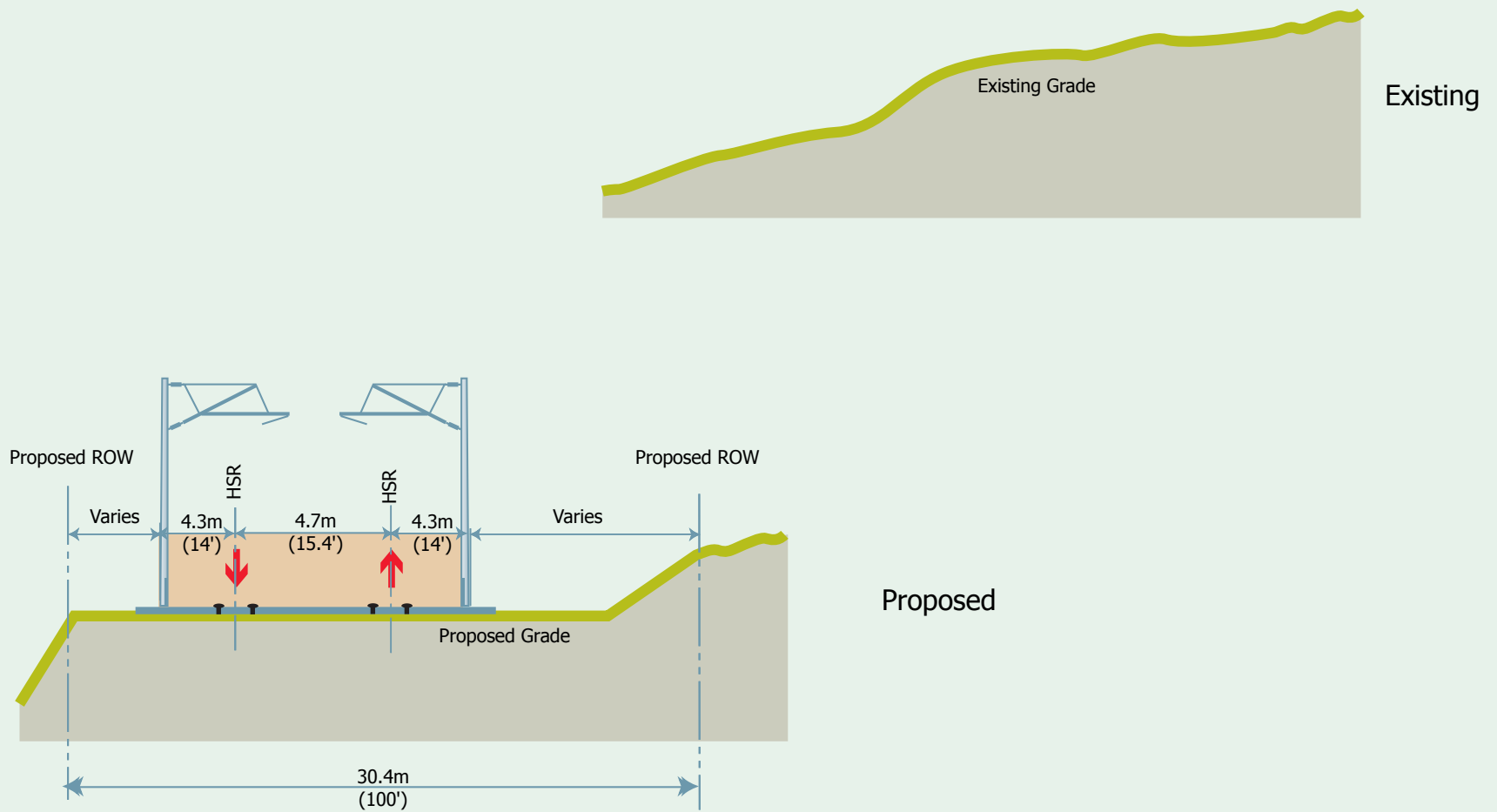
Figure C.17



*Note:
3.1 m (10.2') Clearance for pedestrian facilities

California High-Speed Train Program EIR/EIS

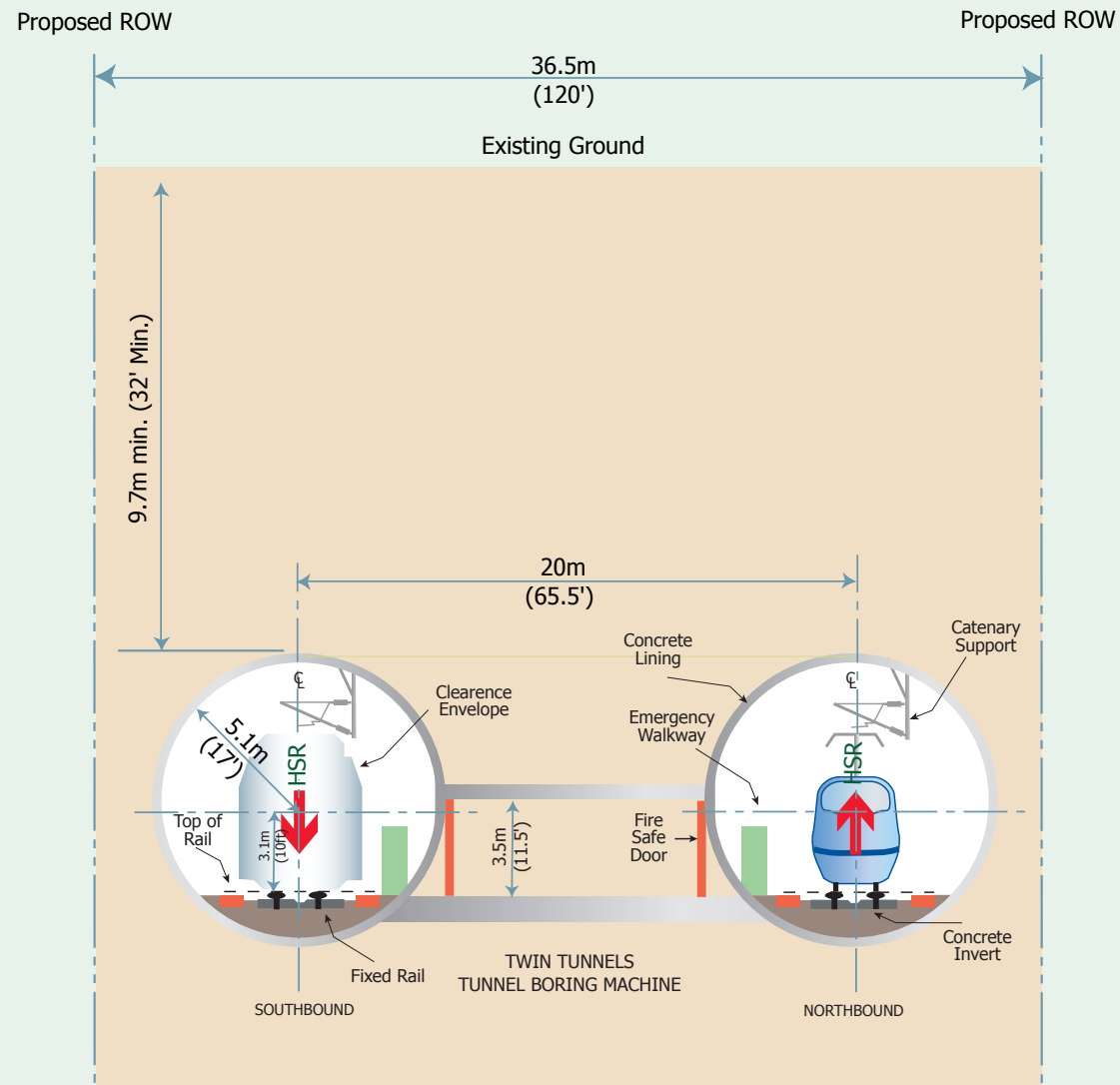
**Aerial Mainline Section, Over SCRRA and Highways
Bakersfield to Los Angeles Regional Corridor
LAUS Connections**



California High-Speed Train Program EIR/EIS

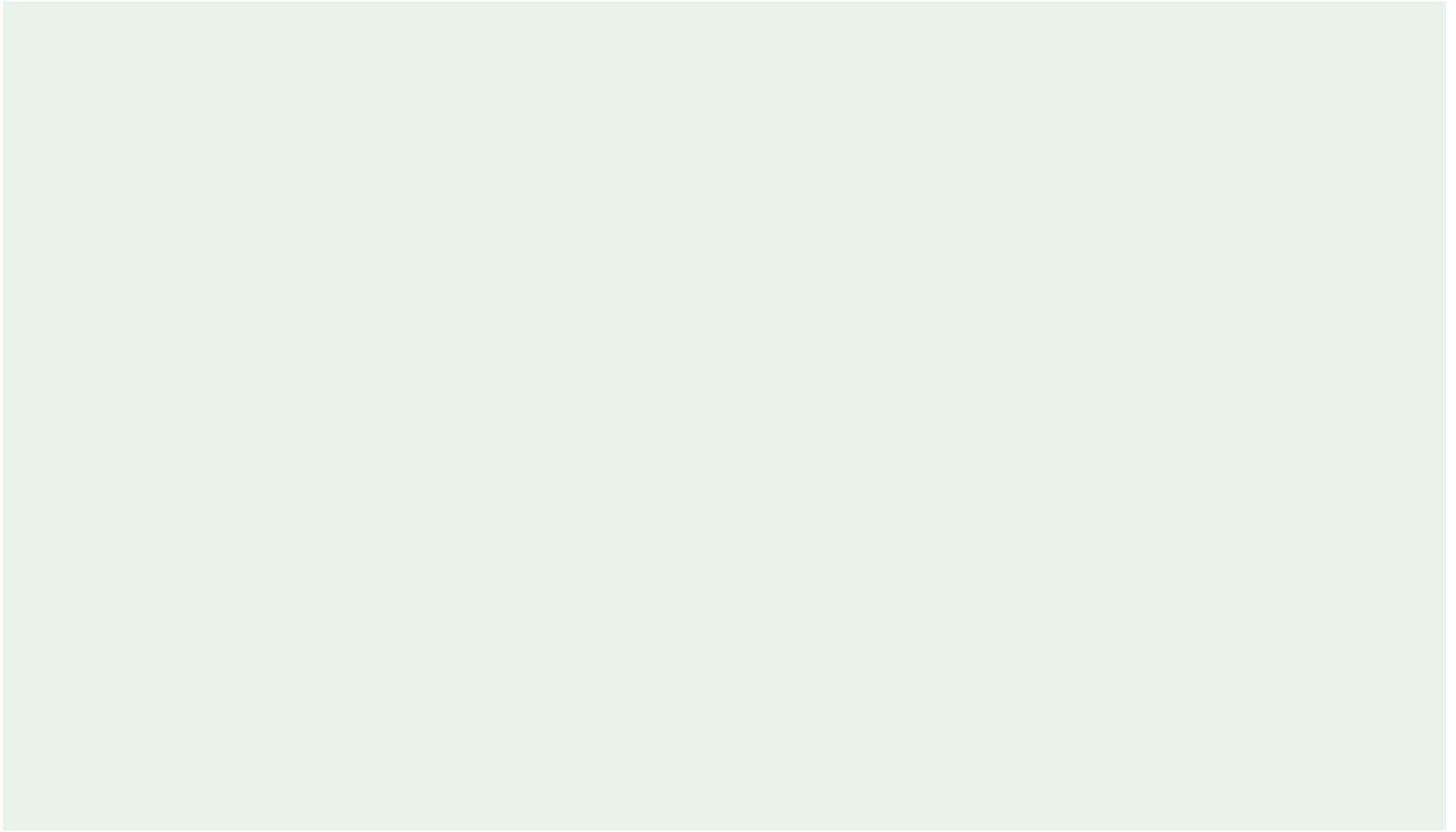
**733 Typical At-Grade Mainline Section
(Undeveloped Areas)
Bakersfield to Los Angeles Regional Corridor
Bakersfield to Sylmar**

Figure C.19



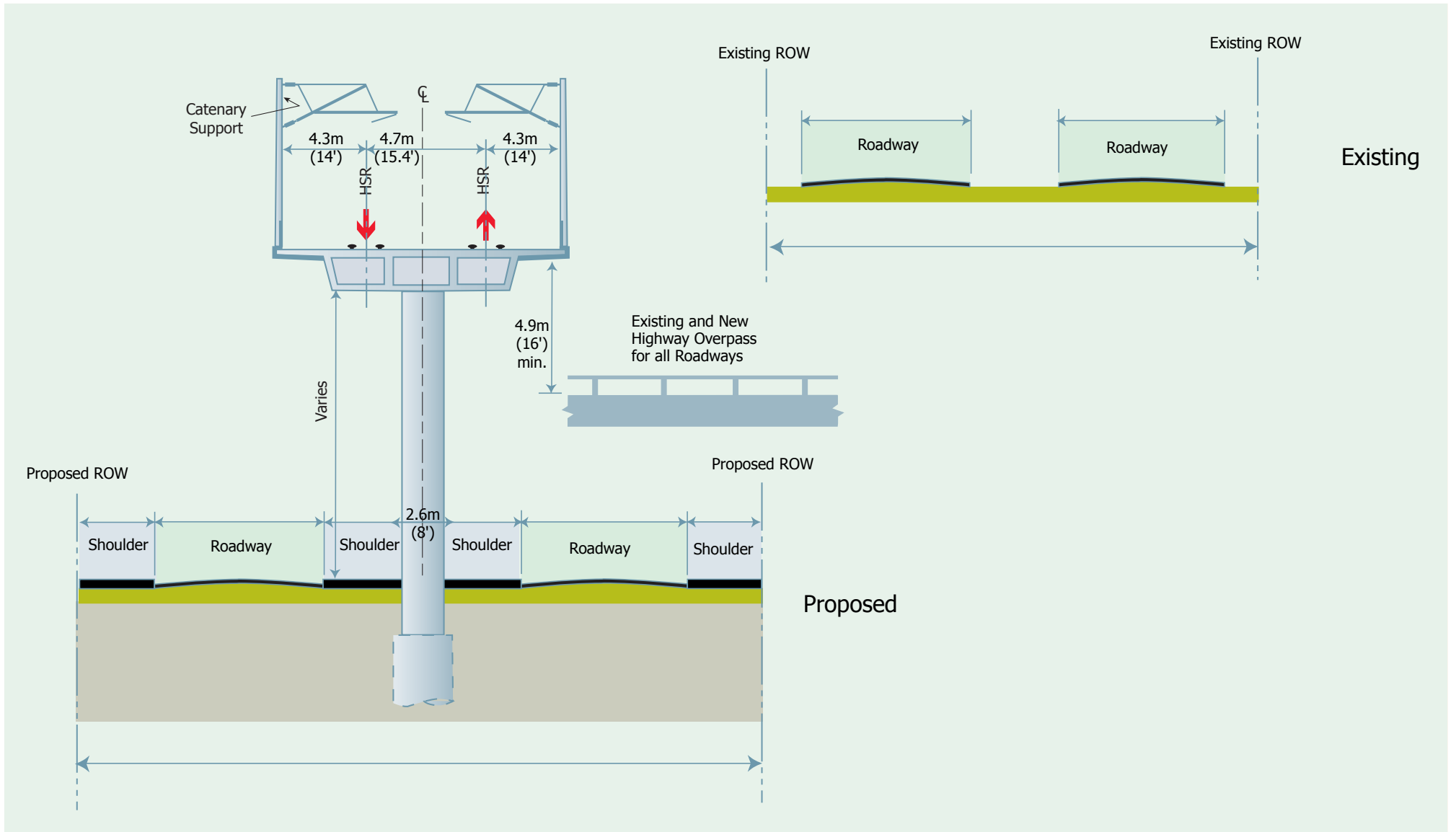
California High-Speed Train Program EIR/EIS

**Typical Twin Single Track Tunnel
Tunnel Length Less than 6 Miles
Bakersfield - Los Angeles Regional Corridor
Bakersfield to Sylmar**



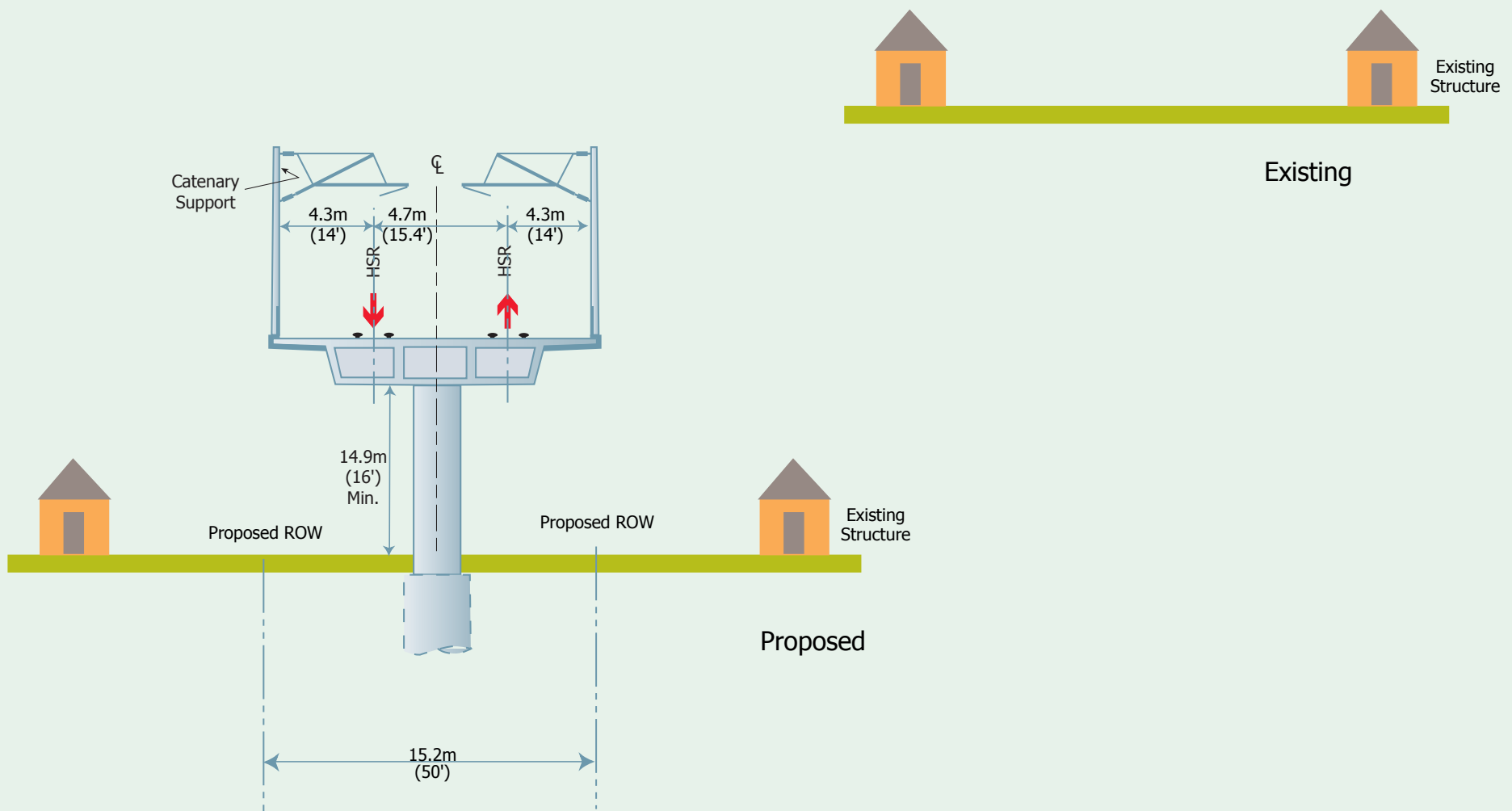
California High-Speed Train Program EIR/EIS

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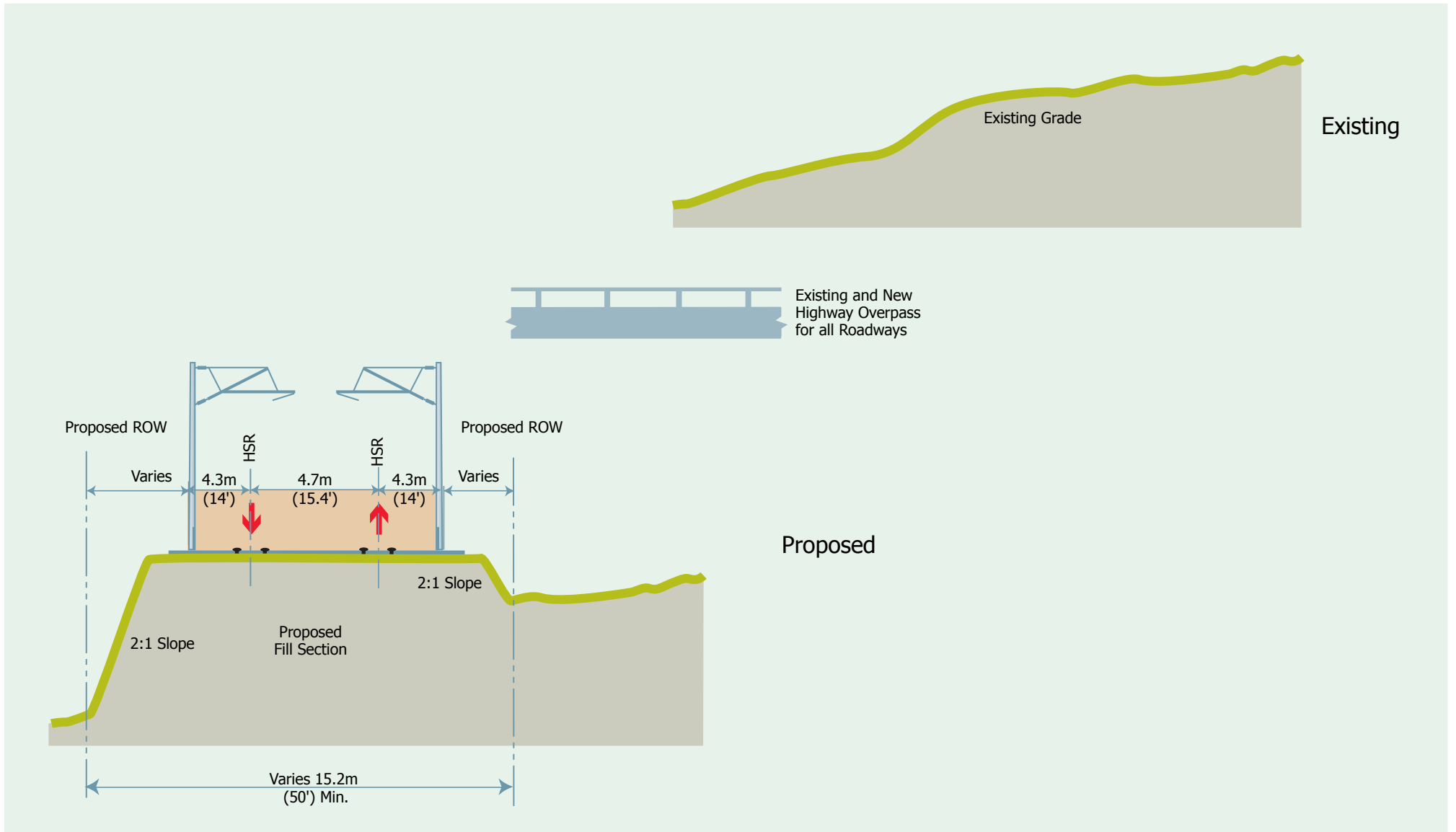
California High-Speed Train Program EIR/EIS

**Typical Aerial Structure
(Developed Areas)
Bakersfield to Los Angeles Regional Corridor
Bakersfield to Sylmar**



California High-Speed Train Program EIR/EIS

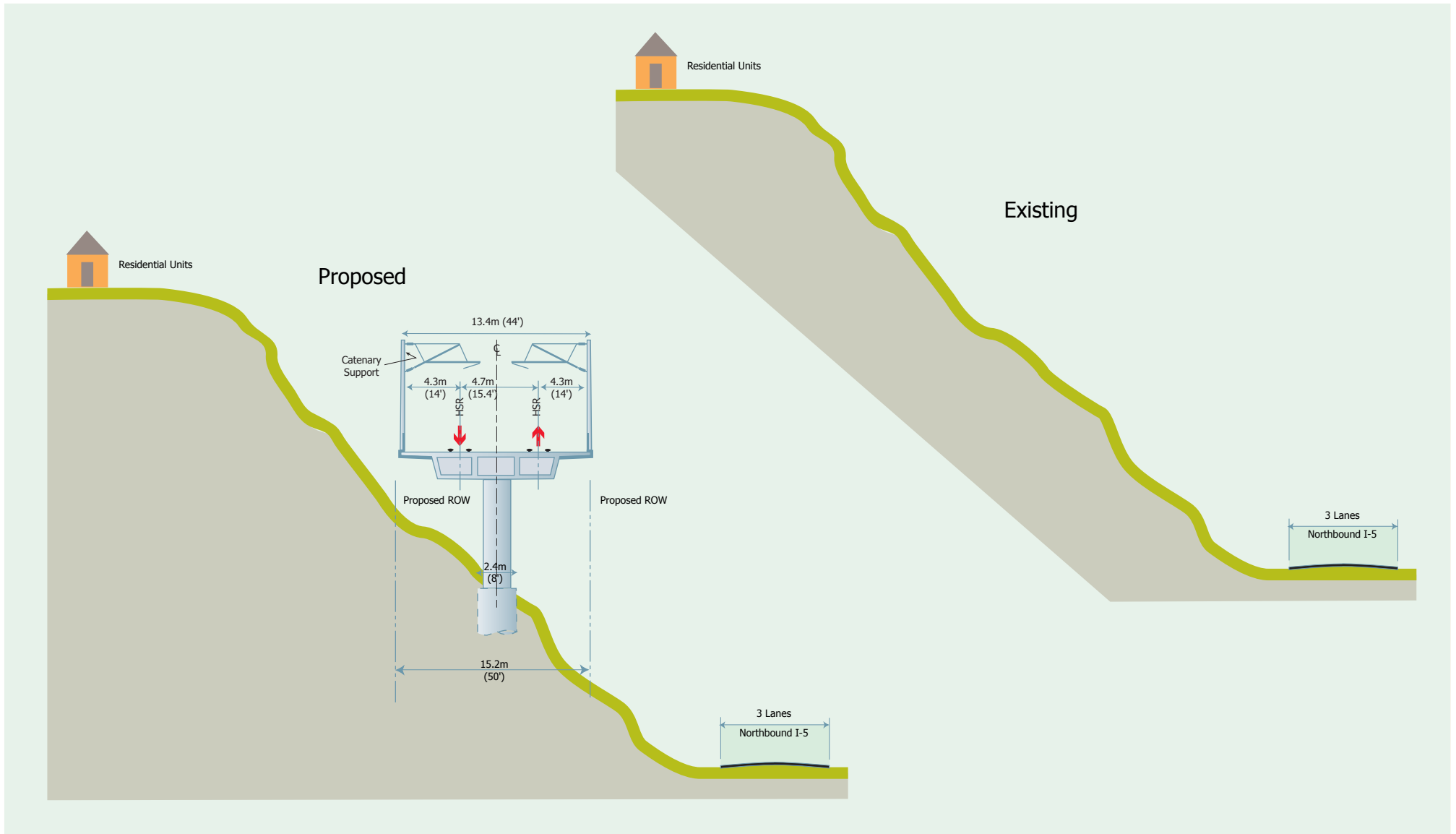
**Typical Aerial Structure
(Urban / Suburban Areas)
Bakersfield to Los Angeles Regional Corridor
Bakersfield to Sylmar**



California High-Speed Train Program EIR/EIS

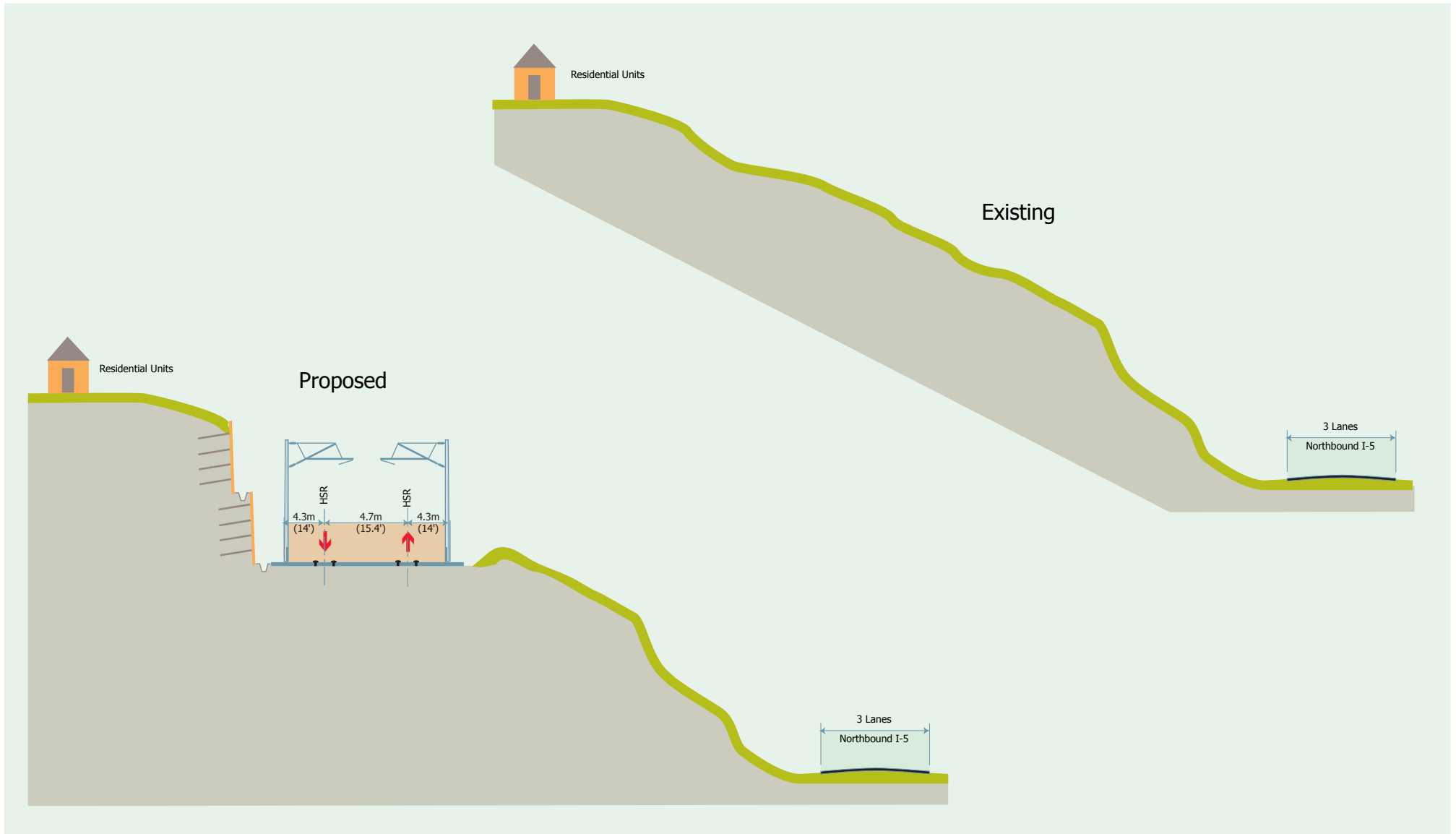
**Typical Fill Section
(Undeveloped Areas)
Bakersfield to Los Angeles Regional Corridor
Bakersfield to Sylmar**

Figure C.25



California High-Speed Train Program EIR/EIS

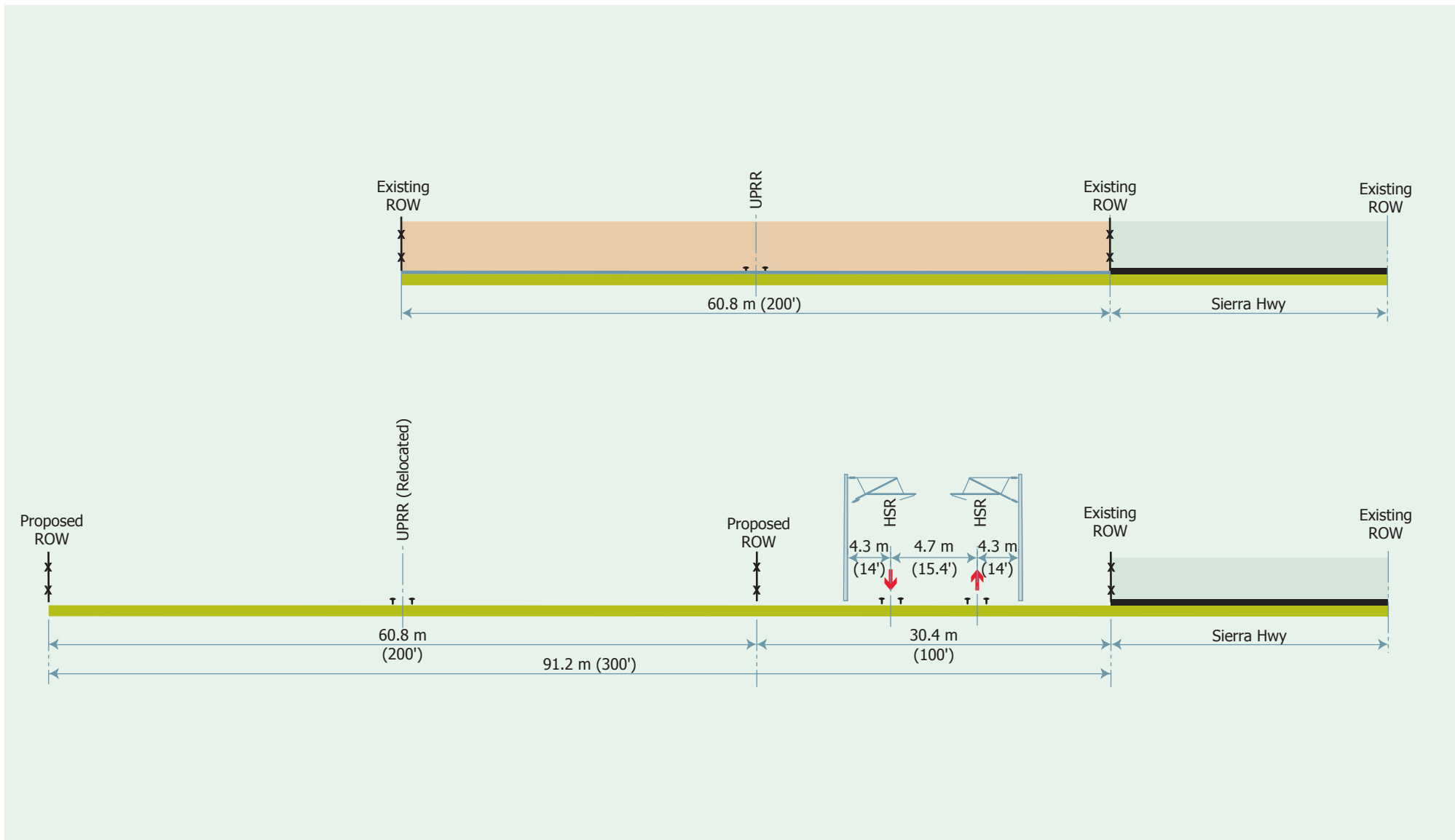
**Typical Aerial Structure
(Urban / Suburban Areas)
Bakersfield to Los Angeles Regional Corridor
Bakersfield to Sylmar**



California High-Speed Train Program EIR/EIS

**Typical Cut-and-Fill Section
(Urban / Suburban Areas)
Bakersfield to Los Angeles Regional Corridor
Bakersfield to Sylmar**

Figure C.27



California High-Speed Train Program EIR/EIS

**At-Grade Mainline Section
Bakersfield to Los Angeles Regional Corridor
Antelope Valley Alignment**

Figure C.28